Please replace the paragraph beginning at page 9, line ~~25~~ 9, with the following rewritten paragraphs:

2/12/10

BRIEF DESCRIPTION OF THE DRAWING

The solution according to the invention is explained below by means of ~~a figure.~~ Figure 1 ~~makes clear in~~ which is a diagrammatic simplified illustration~~, by means of~~ in perspective view[[,]] of the basic setup of a transmission/heat exchanger unit [[1]] configured according to the invention.

DESCRIPTION OF A PREFERRED EMBODIMENT

A heat exchanger unit 1 ~~The latter~~ comprises a transmission 2 with an input E couplable to an engine and with at least one output A. ~~Also provided is a~~ A heat exchanger 3 [[which]] is assigned to the transmission 2 on the output side, that is ~~to say~~ at the output A, and [[which]] it can be coupled at least indirectly to the fuel-routing lines and/or ducts 4 of the transmission. The heat exchanger 3 is in this instance mounted on the transmission 2, in particular on its case 6, via a retaining device 5. According to the invention, the connecting lines 7 and 8 between the heat exchanger 3 and the transmission 2 are integrated in the retaining device 5. ~~These connecting lines are designed here by 7 and 8.~~ In this instance, at least in each case two connecting lines, in the instance illustrated the connecting line 7 and the connecting line 8, are provided. Depending~~, and, depending~~ on the functional assignment, one of the two connecting lines functions as an inflow line to the heat exchanger 3, while the other ~~assumes the function of~~ functions as the outflow line. In the instance illustrated, for example, the connecting line 7 functions as an inflow line and the connecting line 8 as an outflow line. The two connecting lines are connected to corresponding lines or ducts 4 in the transmission 2. These are preferably lines or ducts which are integrated in the wall 9 of the case 6 and [[which]] they serve for the routing of media required for operating the structural transmission unit. These are, as a rule, the transmission oil which is used for the purpose of lubrication or else for the purpose of the activation of shift elements. The [[fuel]] oil is also used for the purpose of cooling and for hydrodynamics, that is to say the transmission of power in the converter. It is conceivable, furthermore, for the [[fuel]] oil to supply hydrodynamic components. Here, too, at least two lines 4.1 and 4.2 are provided, one

AMENDMENT(S) TO THE SPECIFICATION

Please insert ~~the following~~ before the paragraph beginning at page 1, line 3: RB 2/12/10

CROSS REFERENCE TO RELATED APPLICATION

The present application is a 35 U.S.C. §§ 371 national phase conversion of PCT/EP2004/003354 filed 30 March 2004, which claims priority of German Application No. 103 14 733.0 filed 31 March 2003. The PCT International Application was published in the German language.

Please replace the paragraph beginning at page 1, line 3, with the following rewritten paragraph:

The invention relates to a transmission/heat exchanger unit~~, in particular having the features from the preamble of claim 1~~.

Please replace the paragraph beginning at page 1, line 6, with the following rewritten paragraph:

~~It is known, when~~ When transmissions, in particular automatic transmissions, are used in drive trains, it is known to assign to these transmissions a heat exchanger which is arranged on the output side. In this case, the connection of the heat exchanger to the transmission takes place via hose lines and/or pipe lines. These must be adapted in terms of their layout to the requirements of the corresponding transmission and, furthermore, must be connected accordingly to the transmission and to the heat exchanger respectively. In the event of an improper connection or particular loads, leakage losses may occur, which result in a loss of fuel and an environmental hazard. This means that the time intervals for filling up with new fuel, that is ~~to say~~ with a medium which is necessary for operating the transmission, for example in the form of lubricant and/or control medium, are relatively short. A further substantial disadvantage of such a coupling between the heat exchanger and transmission is that the line routing must also be taken into account in the design of the transmission in respect of the construction space required.

CORRECTIONS OF THE SPECIFICATION AMENDMENTS

Please replace the paragraph beginning at page 1, line ~~24~~ 25, with the following rewritten paragraph: BB 2/12/10

To solve these problems, DE 196 25 357 A1 discloses a version with ducts for fuel and/or coolant which are integrated in the case wall of the transmission and which extend onto the end face of the transmission[[,]]. The [[the]] heat exchanger [[being]] is arranged on this end face. A substantial disadvantage of the direct arrangement, in particular by flanging, of the heat exchanger at the end of the transmission is, on the one hand, that the corresponding connections for fastening the heat exchanger and coupling the ducts must always be adapted to the actual heat exchanger solution. Furthermore, these must be designed correspondingly or additional measures must be taken in order always to ensure a ~~leaktight~~ leak tight connection of the heat exchanger.

Please replace the paragraph beginning at page 2, line 17, with the following rewritten paragraph:

A drive subassembly with a retarder and with a heat exchanger is already known from the publication EP 0 812 746 A2. In this case, the retarder, the heat exchanger, an adaptor and, if appropriate, a transmission are directly assembled together mechanically and are connected conductively to one another by means of the ducts of the adaptor. The retarder is flanged on the transmission. The adaptor performs a plurality of functions simultaneously: on the one hand, it connects said components mechanically and, furthermore, it makes conducting connections between these by means of its ducts. This solution allows a rapid and direct connection of the heat exchanger to the retarder, with hoses being avoided completely. In this case, as a rule, the adaptor is arranged in the rear region of the transmission and serves for coupling between the retarder and the heat exchanger. Via the heat exchanger, it is possible, furthermore, also to cool the media of other components. This, however, necessitates the correspondingly complicated line routing which, particularly with the retarder being interposed, either already has to be taken into account as a preliminary or else is [[lead]] led around the latter.